INTELLAFAX 21 Approved For Release 2000/04/18 : CIA-RDP82-00457R0062006120041049 CLASSIFICATION SECRÉT/CONTROL - U.S. OFFICIALS ONLY CENTRAL INTELLIGENCE AGENCY REPORT NO. INFORMATION . CD NO. DATE DISTR. 8 November 1950 COUNTRY Germany (Russian Zone) NO, OF PAGES SUBJECT Rail Traffic Passing through Bad Schandau 25X1A NO. OF ENCLS. PLACE RETURN TO CIA ACQUIRED LIBRARY SUPPLEMENT TO DATE OF 25X1X REPORT NO. INFO. The following rail traffic to and from Czechoslovakia was observed in Bad Schandau (N 51/F 57): 23 August 4:30 p.m.: One eastbound train of 37 flatcars and one gondola car loaded with long timber. One westbound train of 43 empty boxcars. 5:30 p.m.: 24 August 2:10 p.m.: One eastbound train composed of 43 empty gondola cars, three boxcars and 12 gondola cars loaded with hard coal. 25 August 3:30 p.m.: One eastbound train of 50 gondola cars loaded with timber. 4:30 p.m.: One westbound train of 51 empty cars, including 43 boxcars, one flatcar and six gondola cars. 26 August No traffic observed from 10:00 a.m. to 4:00 p.m. 27 August 7:45 a.m.: One west-bound train of nine gondola cars loaded with timber 8:10 a.m.: One west-bound train of 53 empty gondola cars 8:30 a.m.: One west-bound train of 62 gondola cars loaded with hard coal 5:00 p.m.: One east-bound train of eight empty fuel cars. 28 August 12:30 p.m.: One east-bound train of 40 empty fuel cars The cars were marked "Crude Oil Shuttle Traffic Ascher ele en" Destination: Czechoslovak ia. Document N This document is hereby regraded to CONFIDENTIAL in accordance with the Declassifig letter of 16 October 1973 from the Class. Changed Director of Central Intelligence to the Auth.: HB Archivist of the United States. Next Review Date: 2008

CENTRAL INTELLIGENCE AGENCY

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- 2. Between 25 and 28 August 1950 the line from the Schoena border crossing point in the direction of Bad Schandau was guarded by railroad police accompanied by dogs. A railroad official said that these security measures were taken in connection with two special trains for delegates expected on 28 August 1950. (2)
- 3. All freight and express trains for Czechoslovakia will stop for customs inspection in Bad Schandau. The trains coming from Czechoslovakia will not stop. (3)
- h. For the time being river traffic has stopped due to low water. The Czechs will open the Lock in Aussig only if it is necessary for their own requirements. (4)

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(1) The trains seem to be samples of the entire traffic which is probably heavier within a 2h-hour period. This border crossing point is also used by the following express trains:

Express trains D 11 and D 12 from Copenhagen to Prague via Warne-guerde (N. 55/0.32) Peoplin (N. 53/0.727) Province (N. 56/0.32)

muende (M 55/0 82), Berlin (M 53/Z 75), Dresden (M 52/F 29) and return operating twice a week; the daily express train D 35 and D 36 operating between Berlin and Zillina via Dresden and Prague.

(2) The two special trains probably carried the delegates of those South European states with which trade: a reements were concluded in Berlin.

(3) Dorder crossing point and Jerman customs station for this railroad line is Schoena (N 51/F 57). The counterpart in Czechoslovakia is Tetschen.

(h) The stopping of shipping on the Elbe River is not only due to low water but also to a policy which is shifting as much river traffic as possible to the Oder.

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